

CLASSIFICATION

SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

REPORT

CD NO.

COUNTRY Hungary

DATE DISTR. 18 JAN 52

SUBJECT Miscellaneous Information on Hungarian Railways

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO  
REPORT NO.

50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

50X1-HUM

Railway Lines.

1. There is a three-rail line running between Zahony and Csap with transloading points at both stations.
2. The tracks from Debrecen via Nyíregyháza to Zahony have been relaid owing to the deterioration of the old rails. The track bed has been broadened and the bridges enlarged in order to take a second track if necessary.
3. Between Csornanadasladary and Sarszentmihály (near Várpalota), a by-pass (kiterő) 7-800 meters long is being built on the north of the line;   this will serve the Inota power station. 50X1-HUM
4. The Lapincs bridge between Csakarydoroslo and Horvatnadalja (near Szentgotthard) and the main Raba river bridge in Kőrmend are being reinforced. 50X1-HUM
5. The electrification of the Budapest suburban railway is finished.
6. Electrification of the Budapest-Gödöllő-Hatvan line has stopped completely and the unused equipment has been removed.

Rolling Stock

7. The Szombathely railway directorate controls the following subdepots: Szombathely, Zalaegerszeg, Pápa, Celldömölk, Veszprém Külső, Sopron Deli, and Sarvar. In the area of the directorate, there are 217 locomotives: 145 in operation, the rest either under repair or unfit for service. The Szombathely subdepot controls 57 of these locomotives, of which 41 are in operation.
8. a. The Ganz Waggon és Gépgyar is currently manufacturing for the Russians the seventh special motor train; these trains consist of two 5-axle motor coaches, one at each end, the body of the train consisting of three 4-axle passenger coaches. The cars are each fitted with a 470 H.P. Ganz-Jendrassik Diesel engine and have a maximal speed of 120-130 k.p.h. One driver can handle the train by means of electrical connection between the

CLASSIFICATION CONTROL - U.S. OFFICIALS ONLY

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION																	
ARMY	<input type="checkbox"/> AIR	<input type="checkbox"/> FRI																		

~~CONFIDENTIAL~~ CONTROL - U.S. OFFICIALS ONLY

CENTRAL INTELLIGENCE AGENCY

50X1-HUM

-2-

4-axle passenger coaches. The cars are each fitted with a 170 H.P. Ganz-Jendrassik Diesel engine and have a maximal speed of 120-130 k.p.h. One driver can handle the train by means of electrical connection between the two motor coaches.

b. The Russians have sent back to Ganz two of the trains already delivered, as they are no longer serviceable because of rough handling by Russian drivers.

c. One train of this type has also been made for the Hungarian government and is based at Nyugati Palyaudvár (West Station, presumably in Budapest).

50X1-HUM

d. Three motor coaches of this type, ordered after the war [redacted] were returned as unacceptable owing to faulty materials in the construction. They were subsequently used by the Hungarians in the rebuilding of coaches damaged during the war.

50X1-HUM

9. Serial 524 locomotives are being delivered by Ganz to Russia.

10. In the workshops at Szombathely, "G" freight cars are being converted at the rate of 20 a week. Instead of the sidewall windows, apertures 20 cms. square with iron grills are being inserted. According to the men working on the trucks, they are intended for use in either PW or deportation trains.

#### Construction Materials

11. Owing to the use of poor materials, the rubber and canvas discs used in the driving gear of the diesel coaches are found to be stripped after approximately 1,000 km. Normally, they should have a life of 40-50,000 km.
12. Considerable trouble is also being experienced with tires issued to the trucks and busses attached to the railways; it has been found that the rubber surface split off the canvas linings after very little wear.
13. Diesel oil and spare parts are in such low supply in the railway workshops in western Hungary that services have been delayed and canceled. There has been a marked increase of this difficulty in the last three months.

~~CONFIDENTIAL~~ CONTROL - U.S. OFFICIALS ONLY

Document No.	002
No.	
Class.	
Auth.	
Date:	1977-25

Document No.	
No.	
Class.	
Auth.	
Date:	

50X1-HUM